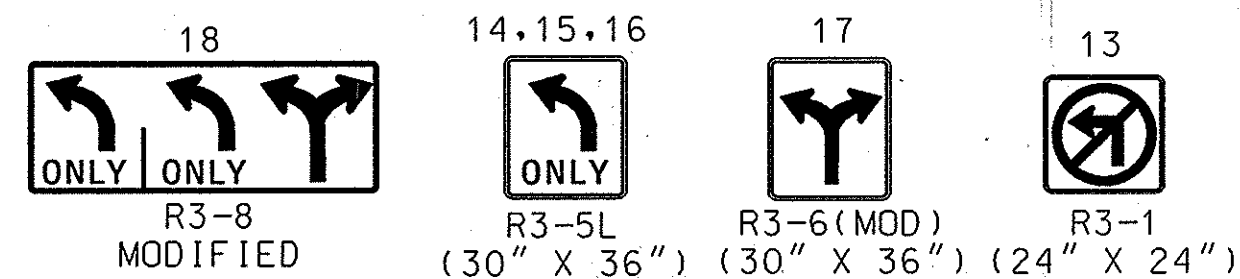


U.S. 29 IS ASSUMED TO RUN  
IN A NORTH-SOUTH DIRECTION

### EXISTING SIGNS



### EXISTING SIGNALS

1-8  
R  
Y  
G  
12"

### EXISTING SIGNALS TO BE REMOVED

9-12  
12"

### PROPOSED L.E.D. COUNTDOWN SIGNALS

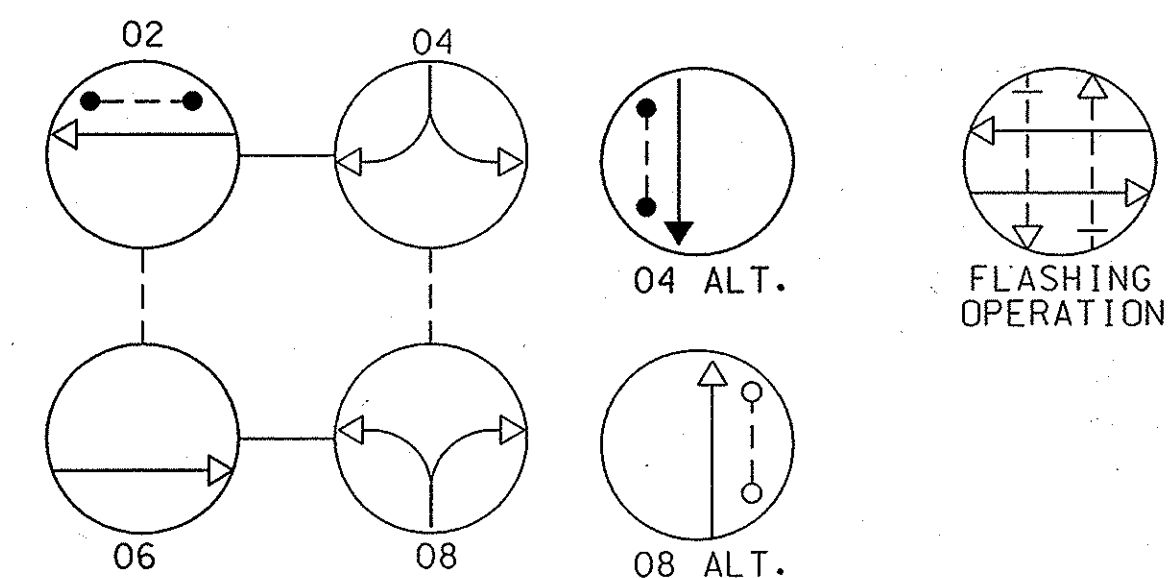


### PROPOSED VIDEO DETECTION CAMERA

a, b, c, d

CONTROL CABLE LENGTH  
a - 250 FOOT  
b - 250 FOOT  
c - 250 FOOT  
d - 250 FOOT

### NEMA PHASING



#### PHASING NOTES:

- 1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- 2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

### CONSTRUCTION DETAILS

- INSTALL PROPOSED VIDEO DETECTION CAMERA ON EXISTING STRAIN POLE.
- INSTALL DETECTION RACK, VIDEO DETECTION INTERFACE EQUIPMENT, AND AUDIBLE/TACTILE PEDESTRIAN BASE UNIT INTO EXISTING BASE MOUNTED CABINET.
- VIDEO DETECTION ZONE.
- CONTRACTOR SHALL CONDUCT SELECTIVE TREE TRIMMING IN ORDER TO PROVIDE A SIGHTLINE FOR VIDEO DETECTION CAMERAS. COST FOR TREE TRIMMING IS INCIDENTAL TO VIDEO DETECTION CAMERA INSTALLATION.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN; INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD (SIDE OF POLE MOUNTED); INSTALL APS PEDESTRIAN PUSHBUTTON AND SIGNS (ORIENTED PARALLEL WITH THE EXISTING CROSSWALK); PLUG UNUSED HOLES IN THE EXISTING POLE.
- REMOVE EXISTING PUSHBUTTON AND SIGN; INSTALL APS PEDESTRIAN PUSHBUTTON AND SIGNS ONTO EXISTING PEDESTAL POLE (ORIENTED PARALLEL WITH THE EXISTING CROSSWALK); PLUG UNUSED HOLES IN THE EXISTING POLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEADS; INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD (SIDE OF POLE MOUNTED); PLUG UNUSED HOLES IN THE EXISTING POLE.
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD (SIDE OF POLE MOUNTED); INSTALL APS PEDESTRIAN PUSHBUTTON AND SIGNS (ORIENTED PARALLEL WITH THE PROPOSED CROSSWALK).
- INSTALL 10 FOOT PEDESTAL POLE, COUNTDOWN PEDESTRIAN SIGNAL HEAD (PEDESTAL MOUNTED) AND APS PEDESTRIAN PUSHBUTTON AND SIGNS (ORIENTED PARALLEL WITH THE EXISTING CROSSWALK).

### U.S. 29 (COLUMBIA PIKE)

### CONSTRUCTION DETAILS CONT'D

- ADJUST AND RE-RING EXISTING SPAN WIRE. INSTALL STEEL TETHER WIRE - 1/4 INCH DIAMETER.
- USE EXISTING SPAN WIRE.
- REMOVE EXISTING PAVEMENT MARKINGS. (REFER TO CONTRACT DOCUMENTS FOR DETAILS AND QUANTITIES)
- INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE. ADJUST EXISTING HANDHOLE TO GRADE WHERE REQUIRED.
- INSTALL ELECTRICAL HANDHOLE
- FURNISH AND INSTALL 12" HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS. (REFER TO CONTRACT DOCUMENTS FOR QUANTITIES)
- REPLACE EXISTING SIDEWALK, INSTALL NEW PEDESTRIAN RAMPS, AND INSTALL CURB & GUTTER AS SHOWN. (REFER TO CONTRACT DOCUMENTS FOR INSTALLATION DETAILS AND QUANTITIES)
- FURNISH AND INSTALL 24" HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS. (REFER TO CONTRACT DOCUMENTS FOR QUANTITIES)

### GENERAL NOTES

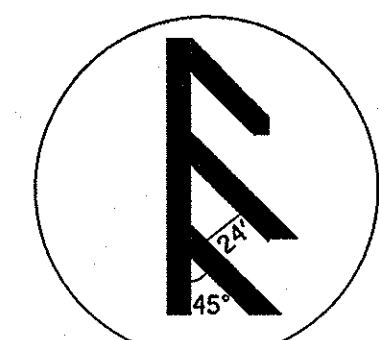
- ABANDON ALL EXISTING LOOP DETECTORS AND REMOVE EXISTING 2-CONDUCTOR CABLE FROM HANDHOLES, SPAN WIRES, CONDUIT, AND CABINET.
- ALL UNUSED ELECTRICAL CABLE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
- VIDEO DETECTION LOCATION AND ALIGNMENT SHALL BE COORDINATED WITH MONTGOMERY COUNTY ENGINEER.
- INSTALLATION VIDEO DETECTION INTERFACE EQUIPMENT AND RETROFITTING OF RACKS WILL BE PERFORMED BY MONTGOMERY COUNTY. CONTACT MR. KEITH LORD OR MR. KAMAL HAMUD AT 240-777-8795.
- REFER TO CONTRACT DOCUMENTS FOR PAVEMENT MARKING AND DETECTABLE WARNING SURFACE INSTALLATION DETAILS.
- ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE MONTGOMERY COUNTY SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. KEITH LORD TO COORDINATE AT 301-279-1291.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

#### GEOMETRIC LEGEND

----- EXISTING  
===== PROPOSED

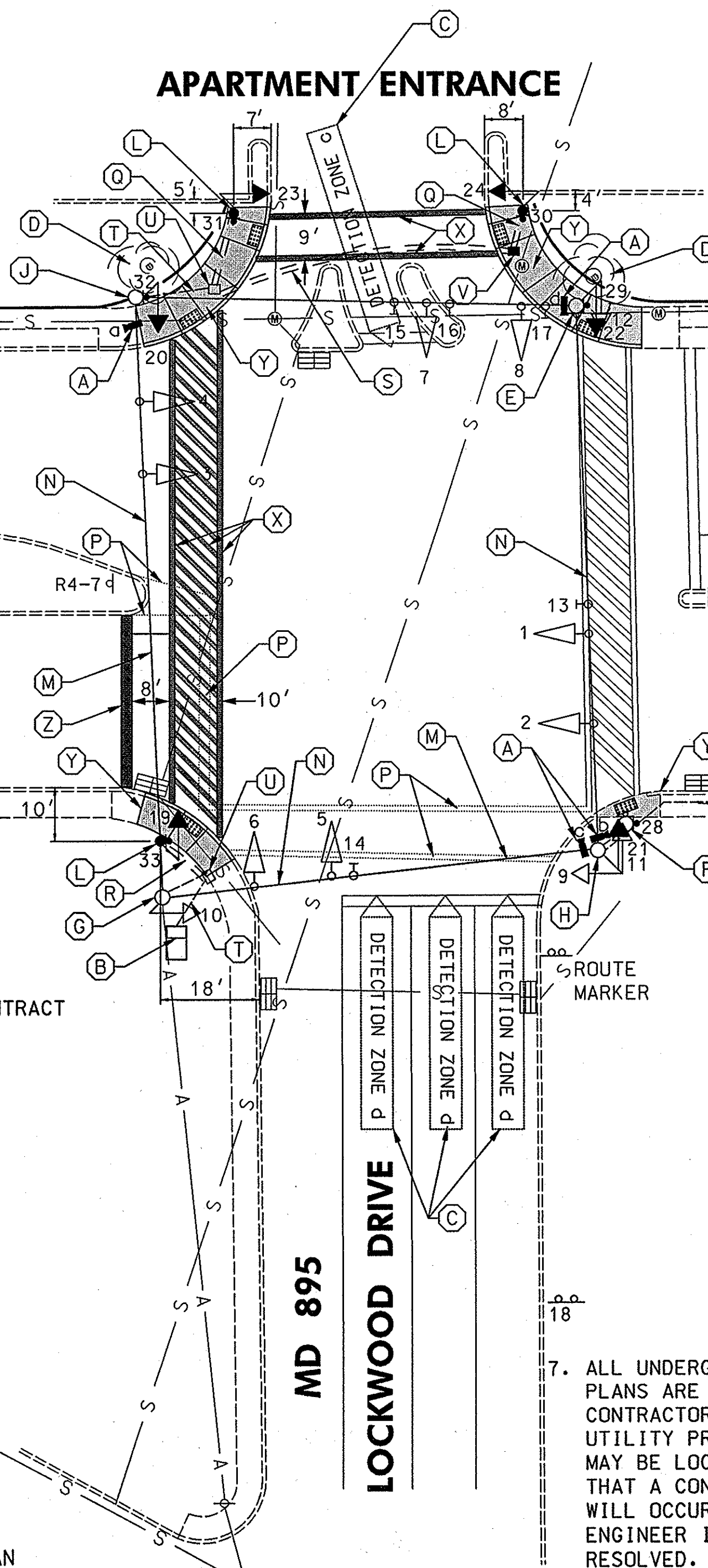
#### UTILITY LEGEND

SD - STORM DRAIN  
G - GAS MAIN  
W - WATER MAIN  
S - SEWER MAIN  
E - ELECTRIC CABLES  
A - AERIAL CABLES  
T - TELEPHONE CABLES  
F - FIBER-OPTIC



CROSSWALK DETAIL

### APARTMENT ENTRANCE



MD 895

LOCKWOOD DRIVE

ADDENDUM NO. 1  
NEW SHEET

RUMMEL, KLEPPER  
& KAHL, LLP

CONSULTING ENGINEERS

81 MOSHER STREET  
BALTIMORE, MARYLAND 21217  
TELE (410) 728-2900 FAX (410) 383-3270

#### APPROVALS

TEAM LEADER  
ASST. DIV. CHIEF  
DIVISION CHIEF  
OFFICE DIRECTOR

#### REVISIONS

INSTALL VIDEO DETECTION  
INSTALL COUNTDOWN PED SIGNALS  
11/2005  
DAE  
REVISED DUE TO GEOMETRIC  
IMPROVEMENTS & ADDED PED. SIGNALS  
4-5-1989  
TMZ

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION

U.S. 29 (COLUMBIA PIKE) AND  
MD 895 (LOCKWOOD DRIVE)

#### TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 3/1984 CONTRACT NO.  
DESIGNED BY COUNTY MONTGOMERY  
DRAWN BY R.M. LOGMILE 15002903.88  
CHECKED BY DENNIS DODA TMS NO. H053  
FAP NO. TOD NO. BW720801312  
TS NO. 19608 DRAWING - OF SHEET NO. 7 OF 10

PLOTTED: 04/21/85  
FILE: 8/LES